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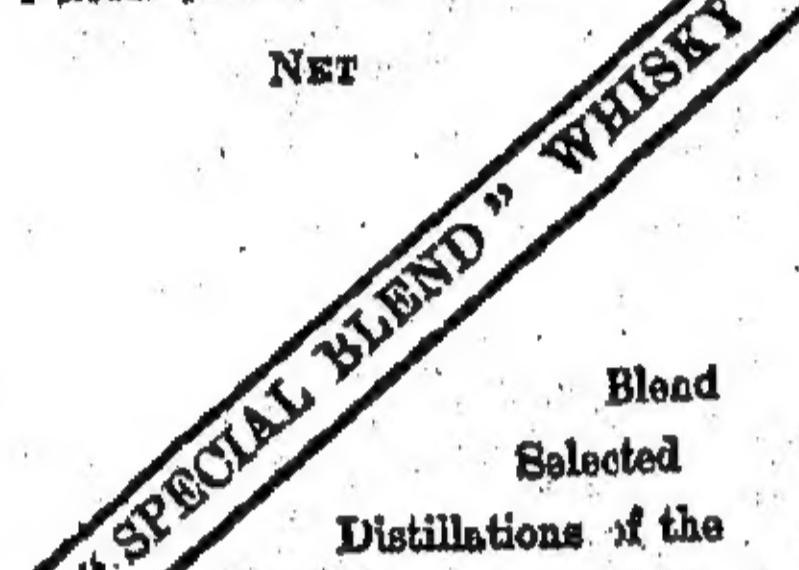
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[a1845]

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10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 9.00 p.m.	Every 15 minutes.
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10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.
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Hongkong, 14th January, 1904.	[a276]

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Hongkong, 14th August, 1903. [a339]

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Hongkong, 6th May, 1903. [a218]

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W.M. FARMER, Proprietor.

Canton, 6th February, 1904. [a197]

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THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

[3]

NOTICE TO CORRESPONDENTS
Only communications relating to the news columns
should be addressed to the Editor.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P.O. Box, 33. Telephone No. 12.

MARRIAGE.

On the 14th January, at H.M. Consulate, Tientsin, by L. C. Hopkins, Consul-General, FREDERICK HUGH WILLIAMS, to SARAH (SALLY) BOAD.

DEATHS.

On the 24th February, at "The Farm," Riddings, Derbyshire, England, ANN ELEANOR (NELLY), wife of C. R. CHARLES LACEY, and mother of MARGARET LOCKWOOD JONES, Shanghai.

On the 26th February, at the General Hospital, Shanghai, JOHN DUNLOP THOMSON WILSON, aged 24 years.

The Daily Press.

HONGKONG OFFICE: 14, DESVOLIS ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2ND MARCH, 1904

The last mail papers from home contain the full text of the telegrams which passed between the Government of New Zealand and the Colonial Office in London with regard to the proposed introduction of Chinese labour in South Africa. New Zealand, as we already knew, protested without avail against the measure for which the Transvaal mine-owners have been so eager and which they have now the satisfaction of seeing passed; for telegram told us more than a week ago that Parliament has sanctioned the Bill and that the Transvaal may now proceed with the introduction of Chinese. It is interesting to see the reasons given by New Zealand, through Lord Ranfurly, the Governor, and by the Hon. A. LYTTELTON on behalf of the Colonial Office.

New Zealand "after years' experience" (we quote the telegram) agreed prohibition of Chinese immigration imperative "in the best interests of British communities, especially those with, or likely to have, responsible Government . . . Great dangers would be introduced by Chinese influx, however stringent conditions of introduction and employment may be . . . In South Africa such introduction may create vested interests on the part of employers, making it extremely difficult to terminate practice once sanctioned." The New Zealand

Government concluded with an earnest appeal for consideration, stating finally that they thought the immediate advantages of the introduction of Chinese would be dearly purchased by the influx of a foreign element, "dangerous while unassimilated, and not to be assimilated without prejudice to our progress, institutions, and patriotic ideals." Mr. LYTTELTON, in reply, fully recognised the right of all self-governing Colonies to express their opinion on so important a question, but stated that "His Majesty's Government have declared that their policy is to treat the Transvaal as though it were a self-governing Colony, unless a distinct Imperial interest is concerned." He went on to say that it must not be forgotten that there is much that is abnormal in the economic condition of the Transvaal which may call for abnormal measures, and the Government, consistently with the policy which they have laid down, could not refuse to accede to the wishes of one part of the Empire on a matter which it regarded as of paramount importance to its well-being, in deference to representations from another part of the Empire not directly interested. Nevertheless, the Government felt assured that the Transvaal would give to the opinion of any self-governing colony such weight as its own exceptional circumstances permitted. Stripped of its phraseology, the Colonial Office's reply to New Zealand is that the Transvaal itself must have the determining voice in a matter which affects its own welfare, if it does not at the same time affect the Imperial interests. We do not see that the home authorities could well have answered otherwise, if they wished to adhere to the declaration quoted by Mr. LYTTELTON above. It is open for the New Zealand Government and all supporting the same cause to argue that the matter is one affecting Imperial interest. This, however, we hardly think can be made out. We have never advocated the introduction of Chinese labour into South Africa, not believing it to promise benefits sufficient to compensate for the many disadvantages. But we do not think that the Empire is actually menaced by such a measure. It will be a very expensive experiment for the Transvaal, and we do not anticipate its success. The mine-owners, however, have got their way, and the experiment is to be made. As far as Hongkong is concerned, the step must interest us not a little, for all the Chinese labour exported to South Africa must pass through this port, and so money will be brought to the Colony.

The English mail of the 30th January was delivered in London on the 27th February.

The Douglas s.s. *Hainan*, chartered here for the Associated Press, was at Weihsien on the 24th ult.

This afternoon at 4 o'clock Messrs. Hughes and Hough will sell by auction 50 race ponies opposite the City Hall.

It is reported from Paris that the French Government intends to demand a credit of ten million francs in order to complete the defence of Saigon as a basis of the French fleet.

As will have been seen from advertisement the Amateur Dramatic Club will give repeat performances of Gilbert's comedy *His Excellency* on Friday and Saturday, 11th and 12th inst. Several new features will be introduced, including a dance by the Governor and Nana, a country dance, etc.

The N.C. Daily News says:—It may be mentioned as a curious commentary on the decision of our military authorities to discontinue as far as possible the use of the sword, that the Japanese officers and non-commissioned officers and some of the picked troops have been supplied with a modern adaptation of the terrible two-handed sword which the samurai of old wielded with such effect.

Shanghai, reports the N.C. Daily News, is shortly to have a paper in which Russian victories and Russian ideals will be given that prominence which it is affirmed they have not yet received. The new journal, which is to be entitled *Shanghai Truth*, is expected to make its appearance about the beginning of this month. It will be issued daily, and in order that it may be generally understood, will be printed in English. Our contemporary does not give the names of the staff, but numerous suggestions might be made.

"An Eyewitness" published in Shanghai the following account of the outrage on the U.S. Consul at Newchwang.—On the 12th February as Mr. Miller was returning from the gunboat *Helena*, he observed a Cossack, who had arrested a small, weak-looking Norwegian, and was ill-treating the man; and when the Consul went up to find out the cause and details the Cossack struck him with his whip, and afterwards the prisoner, burrying him along to the Police Station, where he was at once released, after Consul Miller had seen the Administrator Grosser. The popular indignation was intense, and the British Consul was also taking steps to move in the matter. The Russian authorities were greatly demoralised and no one knew what might happen.

The river Peiho is now reported open, but not yet clear of ice.

The two battleships recently contracted for in England by Japan are to be named *Katori* and *Kashima*.

The Russian authorities at Shanghai have decided to carry away to Odessa the numerous Russian refugees there who have no definite occupation or means of subsistence.

Lieut. Horibe, of the Japanese army, an instructor of the Pachi College, Peking, committed suicide on the 14th ult. because his application to be allowed to go on active service was refused.

The N.D.L.S. *Seydlitz*, which arrived here yesterday morning, is taking back to Europe part of the crew that brought out the *Nisshin* and *Kanya*, namely 72 Italians, 86 Arabians, four Indians, and ten Chinese.

There were about 40 foreign war correspondents of all nationalities staying at Tokyo in the middle of last month. Mr. Bonnet Burleigh, of the *Daily Telegraph*, and Mr. Stephen Engle, of the *Daily Mail*, arrived in Shanghai from Japan by the *Seydlitz*.

The *Universal Gazette* hears that a body of Russian troops has come to blows with a Chinese force belonging to General Ma Yu-kun's command, outside Shantungwan and on the Hsiamtung Railway, the Russians being the aggressors. The same paper further states that General Ma Yu-kun has himself gone to the scene of disturbance with reinforcements.

THE DALLAS COMPANY.

The *Runaway Girl* was repeated last night by this Company before a good house, and was successfully put through. To-night and to-morrow night the old favourite *Belle of New York* will be staged, and *The Messenger Boy* will be given for the first time in Hongkong on Friday and Saturday next.

HEALTH OF HONGKONG.

During the week ended 27th February there were five cases of enteric fever. There were no fatalities. The patients comprised three Europeans (two imported) and two Japanese. During the same period there were two cases of small-pox, both Chinese and both fatal. No other cases of communicable disease were reported.

WARSHIPS LEAVING HONGKONG.

Quite a number of warships have left Hongkong within the past couple of days. The *Cressy* and *Ocean* left on Monday, while yesterday's departures numbered four, viz.: *Leviathan*, *Fearless*, *Centurion*, and the Austrian cruiser *Kaiserin Elisabeth*. The latter, it will be remembered, arrived from Batavia on Saturday; she has proceeded north. The *Fearless* is bound for Weihsien, and the *Leviathan* and *Centurion* for Mirs Bay. It is very hard to say, of course, whether the latter two will return shortly, or be ordered north.

PEAK HOTEL LICENCE.

A meeting of H.M. Justices of the Peace was held yesterday afternoon at the Magistracy for consideration of an application by Mr. A. Moir, licensee of the Peak Hotel, to have the licence transferred to Mr. George L. Duncan. The presiding Justice was Mr. T. Scronce Smith, Police Magistrate, and the other Justices present were Mr. H. H. J. Gompert, Acting Police Magistrate; Mr. E. R. Hallifax, Acting Captain Superintendent of Police; and Mr. C. D. Melbourne, Chief Clerk of the Magistracy. There were no police objections, and the transfer was granted unanimously.

MARINE COURT.

Tuesday, 1st March.

BEFORE THE HON. CAPT. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

DISOBEDIENCE.

George Douglas Rushton, master of the British s.s. *Scotia*, charged A. Murray, the carpenter, with continually wilfully disobeying his lawful commands on board the *Scotia* since the 25th inst. in Victoria. Mr. G. C. C. Master, of Messrs. Johnson, Stokes and Master (solicitors), appeared for the plaintiff, and Mr. D. V. Stevenson, of Messrs. Deacon, Looker, and Deacon (solicitors), appeared for the defence.

The defendant pleaded not guilty.

Mr. Master, in stating the case, said that the *Scotia* was a cable-ship belonging to the Commercial Pacific Telegraph Co. She arrived at Hongkong on the 24th inst. On the 25th the defendant was reported unfit for duty—not sober. He asked leave to go on shore, but the chief officer refused. He went on the 25th and 26th. On the latter date he was brought to the Mercantile Marine Office—they took him there by mistake. He refused to go to his ship to work on the Saturday, and on the Sunday he was also absent without leave. The man had also been insolent and acted contrary to discipline. They could do nothing with him on board.

Evidence was led.

In convicting the man His Worship said he would deal leniently with him; ten weeks' hard labour, and to forfeit 14 days' pay.

It may be remarked that one of the witnesses repeatedly addressed His Worship in a sitting posture, not being called to order.

The Sovereign only will hold levees in future.

[This is the full form of the telegram, of which, owing to obscurity in its wording, we only published a part yesterday.—ED. D.P.]

TELEGRAMS. TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR.

THE BLOCKADE OF PORT ARTHUR.

LONDON, 1st Mar., 10.55 a.m.

It is stated at S. Petersburg that the Japanese have announced their intention of bombarding Port Arthur to-day.

Admiral Stoessel in a speech at Port Arthur has declared that the place will never surrender.

DEPORTATION OF A TIENSIN JOURNALIST.

TIENSIN, 1st Mar., 10 a.m.

In consequence of the denunciation in the *China Times* of Russian cruelties, the military authorities summoned Mr. John Cowen, Editor of the paper, before them. He was ordered to give security for his behaviour, but refuses, and maintains his right to freedom of comment. His deportation is impending.

[The "military authorities" are presumably the commanders of the various foreign contingents in Tientsin and its neighbourhood. The case seems an extraordinary one, and details will be eagerly awaited.—ED. D.P.]

SHIPPING DISASTER.

"GLEN" BOAT DESTROYED.

SINGAPORE, 1st March, 1.45 p.m.

The steamer *Glenarvan* caught on fire at the wharf here, owing to spontaneous combustion in her cargo of copra. She has been towed into the Roads, and it is expected that she will have to be scuttled and become a total loss.

[The *Glenarvan* is a regular liner of the "Glen" line, trading between London and the Far East. She was built in 1896 by the London and Glasgow Shipbuilding Company, and is of 4,696 gross tonnage. She is 400 feet long with a beam of 42.2 feet, and depth of 29.6 feet, and was bringing a general cargo out to China and Japan. The local agents of the "Glen" line are Messrs. McGregor Brother & Gow.—ED. D.P.]

THE BRITISH ARMY.

THE ESTIMATES.

LONDON, 29th February, 11.25 a.m.

The Army Estimates for 1904-5 are £28,900,000, which is a decrease of £5,600,000 on those of last year.

REFORMS PROPOSED.

LONDON, 29th February, 11.25 a.m.

The War Office Committee reports in favour of the abolition of the Army Corps system. There are to be five generals in command of districts; there are to be eight administrative districts under major-generals; and nineteen brigade districts, with infantry and cavalry brigades into corps.

Army paymasters will be attached to the General Staff.

Linked battalions are to be abolished, and regiments will resume their old numbers.

The Sovereign only will hold levees in future.

[This is the full form of the telegram, of which, owing to obscurity in its wording, we only published a part yesterday.—ED. D.P.]

The natives say that the Russians are hard pressed owing to the lack of provisions at Port Arthur. A portion of the garrison has been sent away from Port Arthur. The forts are, as a matter of fact, not so formidable as at first given out to be. Port Arthur, according to native opinion, cannot resist more than one or two attacks.

Martial law was declared on the 9th ult. in Kwantung, Maritime Islands, and Sakhalin, and the districts along the Chinese Eastern Railway.

Four Japanese battleships and nine cruisers passed Weihsien bound towards the Promontory on the evening of the 24th ult.

The *Ostasiatische Lloyd* issues the following:

—Fifteen transports left Nagasaki during last week taking 25,000 men of infantry and artillery to North Korea. All transports have, instead of lifeboats, large Japanese sampans at their davits, and there were also stored two or three rows of sampans on the upper deck for the purpose of landing the troops. The equipment of the transports is reported to be splendid. The *Manchuria*, which was taken by the Japanese in the harbour of Nagasaki, when war was declared, while she was undergoing the repairs to her boilers and engines, is now so far advanced that she will leave to-day (? 26th ultimo) or tomorrow for Sasebo.

Five hundred Russian infantry marched into the native city of Newchwang, headed by bands and flying banners, on the 15th ult. Their arrival was followed by great excitement and confusion. These troops were marched out again the next day.

A despatch dated Port Arthur via Chefoo, 18th February, says:—Of the forty-five warships in Port Arthur harbour, the Russian loss up to date is 12 warships.

No Russian Note with regard to a violation of Corea's neutrality has so far been received by the Berlin Foreign Office. Certainly small notices only could be taken of such a communication, which can hardly have any consequences at all, says the Berlin correspondent of the *Ostasiatische Lloyd*.

THE "CHINA TIMES" AND THE RUSSIANS.

We take from the *China*

THE FIRST BATTLE OF PORT ARTHUR.

ANOTHER EYE-WITNESS'S DESCRIPTION.

On the 8th instant, at 11.30 p.m., we were lying in quarantine outside of the entrance. The Russian fleet was lying in three lines outside us, and on the eastern side of the entrance there were also a few ships, gun-boats, training-ships and torpedo-boats, cruising in the same line with ourselves, making a fourth line. Suddenly we felt a heavy submarine explosion, with two more in quick succession. The Russian fleet then began firing from the outer line with light guns, their drums beating to quarters, while the search-lights of every ship were turned on. Steam-launches and torpedo-boats began rushing about, but in a few minutes the firing died down and we thought it was only some night manoeuvre. We were about to turn in again when the firing broke out afresh. Between half-past twelve and one o'clock the two Russian battleships passed in and took up a position right across the narrow entrance, while one of the larger cruisers took up a position close to the entrance under the light-house. It seemed to us a strange manoeuvre for such large ships at night-time, so we stayed on deck to watch further developments. As it was cold, however, and things became a trifle slow, we turned in about 2 a.m. At 2.35 a.m. we were called out again as two very excited naval officers boarded us and in a mixture of French and English asked our names, etc. We got no news from them as they left in about a minute. At 5.30 a.m. another naval officer boarded us and we learned that the Viceroy had ordered that no ship was to leave or enter the harbour until further notice. After that I remained on deck with one passenger, and at daylight we made out that one of the battleships was all down by the head and another by the stern, while the big cruiser had a heavy list to port, all of them having, we learned later, been torpedoed and now lying aground. Turning round and looking seaward, we saw outside the fleet a ring of torpedo-boats, and farther out we saw some of the Russian cruisers that we knew to the westward, while several masts showed on the horizon beyond them. These were judged to be cruisers looking for what had disturbed them the night before. Between six and seven o'clock the inner cruisers came back and took up their old positions with the fleet, and these hulls down came slowly into sight (they were three two-funnelled cruisers) and lay in line, stern on, about 6 or 7 miles off. Then we noticed numbers of men on the forts overhead, looking out to sea, while the decks of the stranded cruiser were crowded with men all looking in the same direction. About 7.45 a.m. the three cruisers turned and slowly steamed across the front of the Russian fleet, to the eastward, and probably about 6 miles off. At 7.55 I saw distinctly with the telescope that the Rising Sun of Japan was flying from their mast-heads and gaffs. It was like an electric shock to us, and we understood at once the meaning of the night manoeuvres, though we had been looking on for nearly two hours; thinking that, as the Chinese on board said, there had been a bad collision amongst the fleet the night before. The whole Russian fleet was now weighing slowly and clumsily, and by 8.20 were under way and steaming after the Japanese cruisers, but further shore, towards Dalny. In a few minutes the Japanese were out of sight to the S.E. ward and at 9.15 a.m. the Russian fleet returned to anchor, actually dropping the same great mooring anchor, although it had taken them so long to get them up before. They were perfectly certain, and said openly, that the Japs would never dare to attack Port Arthur. Afterwards they sent a couple of cruisers out scouting in the direction in which the enemy's cruisers had disappeared. At 10.50 a.m. we were cleared from quarantine and at the same time one of the cruisers returned at great speed, firing heavy astern, the other having returned previously. We were then ordered to shift our berth for the training ship, but were not assigned to any special position. We started to weigh anchor and moved to the westward, close to the str. Ningpo, which had only just got in, having slipped in close in shore round the promontory, from the westward. At 10.55, or just as we took up our berth, we saw the Japanese fleet, sixteen ships in number, coming up full speed from the eastward. The last battleship was leading, then came the armoured cruisers, with the remaining cruisers in the rear, all in single file. The Russian fleet were weighing anchor slowly, washing their chains, and trying to get their great wooden-stocked mooring anchors fished, instead of slipping them and getting their ships under command. It was really amazing, the Japanese fleet being almost on top of them.

About 11.15 the first Japanese shell—a 12-in. one—dropped among the Russian battleships right off the entrance, and close to where 17 torpedo-boats were lying together, about one-third of a mile away from us. The torpedo-boats, training ship, and a small gun-vessel wheeled and went into harbour, while those on the big ships continued washing their chains and trying to get their anchors secured, the shower of shell in the meantime beginning to thicken. We started to weigh, having for pleasant companions a three-funnelled battleship and the small cruiser *Norik*. The former, abreast of us, distant about 300 yards, was throwing beds and bedding and lumber of all sorts through her amidships gun-ports as she got her headway on her, while we raced close in shore away to the westward. At first this battleship also hauled to the westward abreast of us, but about a mile further out, with the *Norik* a little ahead of her, while the forts were over our head. Thus being directly in the line of fire, the shells fell thick in the water around us, on the beach, the hill-side, and over the forts.

Looking back, the fleet were bunched together and fairly helpless, as until then, with the exception of our three-funnelled friend, only the cruisers had got properly under way, though they were all firing their heavy guns as they were able. A Russian Volunteer ship, armed as a cruiser, got under way as soon as any of them, and passing out through the battleship and half a mile beyond, found things so hot that she turned and passed back inside them again, though how she escaped, while broadside on, is a marvel.

Just then I saw a shell burst right at the stern of a battleship, when they were still anchored. The anchor and some twenty men were trying to drag a heavy fish-hook forward to the anchor. It blotted out everything indense, black smoke, and before the smoke cleared away she was shut in by the next in line advancing, so we could not see the damaged vessel. The other battleship was struck broadside, abreast of her forward funnel, and then another on her port quarter, and the cruiser *Astrol* had her after funnel.

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It was impossible to see what damage the Japs suffered. It should, of course, have been much heavier than that of the Russians, seeing that they were under the fire of so many heavy forts, as well as of the Russian fleet. Yet we saw nothing to lead us to suppose that they were badly damaged, and they left in the same perfect order as they came. Nor was any ship of the Russian fleet sunk during the time that we were present, though several sustained considerable damage. For the Japanese had failed to draw them from under the guns of the forts and the assistance that the stranded ships were able to give with their heavy guns.

The Russians had engaged: five battle-ships, five cruisers, and one Volunteer cruiser, and they had also the two battleships and one large cruiser aground. The Japanese fleet consisted of sixteen ships, rating unknown, but I think there were four battleships, three armoured cruisers, and nine cruisers.—N.C.D.N.

SUPREME COURT.

Tuesday, 1st March.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUISNE JUDGE).

CHAN A FOOK v. W. NERVOGA.
The case was argued in which Chan A Fook and another sued W. Nervoqua and another for the recovery of \$606 interest on 120,000 francs alleged by the defendants to have been transferred to them by E. Ghisi, Italian D. legato on the International Commission of Bankers, Shanghai, at the request of the defendants. Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. X. d'Almada e Castro, solicitor), appeared for the plaintiffs, and Hon. H. E. Pollock, K.C., barrister-at-law (instructed by Mr. F. Paget Hett, solicitor, of Mr. G. K. Hall Bruton's office), was for the defendants.

After hearing further evidence, His Lordship held that the transfer by the defendants to the plaintiffs of the principal carried with it also the right to the interest, and he accordingly gave judgment for plaintiffs and costs. The Court adjourned.

JOURNEYINGS IN THE NEW TERRITORY.

BY AN OCCASIONAL VISITOR.

My companion was a man who does not lay any pretensions to being a walker. I suggested on the Jockey Club Off-Day that we might go as far as Kowloon City, and he gladly assented to undertake that journey as being just about the proper distance—if we took rickshas. We took rickshas accordingly. Arrived at Kowloon City we had the choice of several routes; we could either strike away round the bay to the eastwards towards Lyceum Pass or climb up the mountains directly behind the walled city. "C." eyed the mountainous bridle-path of built steps with some suspicion, but his eye was caught by the spectacle of a squad of Indian soldiers coming down the steep track, and that decided the route. From the sea-level to the top of the gap that leads over the hills to Shatin there is one of the most trying ascents to be found on any road in the New Territory.

The track is the ancient highway connecting Shatin Valley with Kowloon, and has been used from time immemorial by the Chinese country people and grass-carriers bringing their loads of crops and grass to the Kowloon markets. How on earth these load-carriers can live to have grey hairs when they have to make periodical journeys up these mountains carrying on their shoulders a weight to distract a Spanish pack-mule passes the understanding of the European; for without a load at all he finds his feet getting heavier at every step and is only too glad to throw himself on the grass when he reaches the top, panting like a broken-winded horse and believing that his end is near. In this gap there is an old custom-house on one side and a tea house on the other where groups of weary Chinese travellers sit and refresh themselves with the national beverage. If one can rid one's self of squeamishness sufficiently to turn an unseeing eye on the tea-cups with reference to their state of cleanliness and purity one finds the tea, unsweetened though it be, and guiltless of cream, very palatable and refreshing; yet I am afraid Mr. Copper would never have found therein the inspiration which begot his lasting eulogy of the hissing urn and the cup that cheers but not inebriates. "C." apparently thought in this strain also, for he diluted his with a modicum of ardent spirits from his flask, and even then muttered a sort of incantation under his breath before venturing to take a gulp.

A very rugged path leads down the hill on the farther side to Shatin Valley where we can just catch a glimpse of the sea. This is the end of Tide Cove, the longest arm of Miss Bay. But although the traveller has to jump from rock to rock like a goat in descending the hillside it is a relief to be on the down-grade after his long climb up the Kowloon slope. This valley has a number of little villages, or hamlets rather, scattered about in it, and is well wooded and fertile, with pleasing effects of mountain and sea. At the water level is reached Tolo Harbour and its great expanse of rippling blue waves open up to the view, and one could almost fancy civilisation to be a thousand miles away were it not for the sight of a launch in the distance throwing clouds of black smoke across the bay, and the Union Jack flying on the flagstaff at Shatin Police Station. From Shatin we took a rowing-boat across Tide Cove to the opposite shore and struck the New Road to Tai Po. To induce "C." to go farther I had to tell some fairy tales of strange sights to be seen and a fine level road to be travelled such as would make a pedestal of the veriest laggard spoiled by chains and rickshas in Hongkong. There was still one "peg" left in the flask.

It was lucky for us that the range was long and the lighter guns little used, or we would never have gone through it. At 11.43 we cleared the fire-zone, and by 11.45 the action had practically ceased, as the Japanese fleet had turned shortly before, every ship in her own place, and steamed across the Russian front, the cruisers then leading, with the armoured cruisers next, and the battleships bringing up the rear.

It was impossible to see what damage the Japs suffered.

It should, of course, have been much heavier than that of the Russians, seeing that they were under the fire of so many heavy forts, as well as of the Russian fleet.

Yet we saw nothing to lead us to suppose that they were badly damaged, and they left in the same perfect order as they came.

Nor was any ship of the Russian fleet sunk during the time that we were present, though several sustained considerable damage.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Pusan, Codes: A.B.C., 5th Ed.

Liefer's

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FUK LEE.

FRESH MILK SUPPLY DEPOT.
No. 41, HOLLYWOOD ROAD.

ESTABLISHED IN 1870.
Hongkong, 1st March, 1904. [626]

TO LET.

FROM 1st April, HOUSE "FERN SIDE"
Robinson Road.

Apply—
E. M. HAZELAND,
35, Queen's Road Central.
Hongkong, 2nd March, 1904. [627]

TO LET.

TWO FURNISHED ROOMS, BATH
ROOM, COOKHOUSE, SERVANTS' QUAR-
TERS, etc. in Robinson Road.

Apply to—
C.,
Care of Daily Press Office.
Hongkong, 2nd March, 1904. [628]

TO LET.

TWO LARGE ROOMS in a Building
facing the Canal, British Concession,
Shameen, Canton.

Apply to—
V. P. MEUSSO & CO.,
Shameen, Canton.
Hongkong, 2nd March, 1904. [629]

TO LET.

S.S. "HEINRICH MENZELL"
having arrived from Antwerp, Consignees of
Cargo are requested to send in their B.I.L. to
the under-signed and take immediate delivery
from alongside, failing which Cargo will be
landed at Consignees' risk and has to be signed
at the Office of

SANDER, WIELER & CO.,
Agents.
Hongkong, 1st March, 1904. [630]

FOR SALE.

HOUSE and LARGE CROQUET LAWN
at the PEAK.

THE former can be purchased either with or
without the Furniture as it stands.

The latter will include Summer House,
Roller, and Lawn Mower.

For particulars, apply to—
TURNER & CO.

Hongkong, 2nd March, 1904. [631]

GEO. FENWICK & CO., LTD.

THE FIFTEENTH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS will be held in the HONGKONG
HOTEL on WEDNESDAY, the 9th
MARCH, at NOON, for the purpose of receiving
the Report of the Directors, declaring a
Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th until 10th
MARCH, both days inclusive.

By Order of the Board of Directors.

W. G. WINTERBURN,
General Manager.

Hongkong, 1st March, 1904. [632]

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by Public Auction,

on

SATURDAY,

the 5th MARCH, 1904, at 2.30 P.M., at his

SALES ROOMS, Queen's Road,

LADIES' DRESS MATERIALS,

CRETONNE, ART MUSLINS, TABLE

COVERS, QUILTS, GLOVES and HATS;

LADIES' and GENT'S BOOTS and

SHOES.

&c., &c., &c.

TERMS OF SALE:—At Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 2nd March, 1904. [633]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by Public Auction

on

SATURDAY,

the 5th MARCH, 1904, at 2.30 P.M., at their

SALES ROOMS, No. 8, Des Voeux Road

(Corner of Ice House Street),

SUNDAY HANDSOME JAPANESE

HAND CARVED CHERRY

WOOD FURNITURE,

Comprising—

DRESSING TABLE, BED, MIRROR,

CHAIRS, ROUND MIRRORS and

LEATHER CHAIR, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 2nd March, 1904. [634]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above

ports on FRIDAY, the 4th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,

General Managers.

Hongkong, 2nd March, 1904. [635]

STEAMSHIP SERVICE TO NEW YORK

VIA SUEZ CANAL.

(With liberty to call at Philippine Ports)

THE Steamship

"KENNEBEC."

Captain Geo. R. Wallace, will be despatched as

above on or about TUESDAY, the 23rd inst.

For Freight or further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department.

Hongkong, 2nd March, 1904. [636]

INTIMATIONS

WANTED.

A EUROPEAN Youth as an APPRENTICE.
Apply to—
W. BREWER & CO.

Hongkong, 23rd February, 1904. [664]

WANTED.

GOOD CLERK Wanted, European or
other.
Apply to—
ROBINSON PIANO CO., LTD.

Hongkong, 10th February, 1904. [696]

GERMANY.

A DVERTISER, 10 years' experience in
China, is desirous of representing a
Good Firm in Germany.
Apply to—
E. D.

Care of Daily Press Office,
Hongkong, 29th February, 1904. [692]

WANTED.

A LADY is required to Act as
a SECRETARY. Good English
necessary. One with Capital may have the
Management after one month's training. Sure
and large income.
Address—
S. and T., Box 33,

Care of Daily Press Office.
Hongkong, 1st March, 1904. [619]

CHEAP SALE.

AT CASH BAZAAR 16, LYNDHURST TERRACE,
HONGKONG PHILHARMONIC SOCIETY.

NOTICE.

ENTERTAINMENTS

THEATRE ROYAL.

THE HENRY DALLAS

MUSICAL COMEDY
COMPANY.

ENORMOUS SUCCESS.

TO-NIGHT (WEDNESDAY) AND
TO-MORROW NIGHT (THURSDAY),

"BELLE OF NEW YORK."

FRIDAY AND SATURDAY,

"THE MESSENGER BOY."

PRICES \$3, \$2, and \$1.

Plans at Robinson Piano Co., Ltd.

Last Train each night 15 minutes after fall
of Curtain.

W. FLEMING VALLANCE, Manager.

Future pieces will be duly advertised.

Hongkong, 15th February, 1904. [523]

THEATRE ROYAL CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

will give Two Performances of

THE CMC OPERA

"HIS EXCELLENCE"

Written by W. S. GILBERT,

Music composed by Dr. OSMOND CARE,

on

FRIDAY, 11th MARCH,

And

SATURDAY, 12th MARCH,

commencing each evening at 9 P.M. precisely.

Several new features will be introduced,
including a Dance by "THE GOVERNOR and
NANNA"; A COUNTRY DANCE, &c., &c.

Dress Circle 83

Stalls 3

Pit Stalls 2

Pit 1

No Half Price.

Booking Office at City Hall, open to
GUARANTORS ONLY, on FRIDAY, 4th

March, at 10 A.M.

Public Booking Office on and after MON-
DAY, 7th March, from 10 A.M. to 4 P.M. each

day.

Late Trams will run a quarter of an hour
after the fall of the curtain.

Hongkong, 29th February, 1904. [605]

VICTORIA RECREATION CLUB.

SEVENTH ATHLETIC MEETING.

BY kind permission of H.E. the Officer

Administering the Government, the

above Sports will be held under the RULES of

the AMATEUR ATHLETIC ASSOCIA-

TION on MONDAY, the 4th APRIL, on the

Ground of the Hongkong Football Club (kindly

for that purpose) at Happy Valley.

Entry forms and List of Events may be had

from the Steward of the Club, Kowloon, or the

undersigned, care of Messrs. Gibb,

Livingston & Co.

Entries close on MONDAY, the 18th March,

at 5 P.M.

HAROLD C. AUSTEN,

Acting Hon. Secretary.

Hongkong, 1st March, 1904. [621]

ALBION'S DANCE.

BOATS will leave Murray Pier at 9 P.M.

and Police Pier, Kowloon, at 8.55.

Last Tram leaves at 12.45 and 1.45.

Hongkong,

HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held in the Chamber Room, City Hall, on Tuesday, 2nd instant, at 3.45 p.m., Present: Mr. E. A. Hawett (Chairman), Mr. D. R. Law, (Vice-Chairman), Mr. C. W. Dickson, Messrs. N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. C. Wilcox, A. C. Wood, and A. R. Lowe (Secretary).

MINTUES.

The minutes of the monthly meeting held on the 12th ultimo were read and confirmed.

COMMITTEE.

The Chairman said Mr. Michelau resigned his seat on the committee on leaving the Colony, and a letter had been sent to him expressing the thanks of the Committee for his services during the preceding 14 months. It was decided to invite Mr. A. Haupt to rejoin the committee to fill the vacancy.

ACCOUNTS FOR 1903.

The Secretary reported that the accounts submitted at the last meeting had since been audited by the auditors, Mr. J. Y. V. Vernon and Hon. Gordon Stewart, and found correct.

FRENCH DUTY ON COFFEE.

Read letters dated 29th ultimo from the Colonial Secretary stating that the proposal to raise the tariff on coffee from 130 to 150 francs per 100 kil. had now been definitely abandoned by the French Government.

PIECE GOODS CONTRACTS.

The following letter from Messrs. Deacon, Looker and Deacon was read referring to the recent case between Wendt & Co. and the Cho-Yik Firm, decided by Mr. Justice Wise on the 18th ultimo:

Hongkong, 18th January, 1904.
Dear Sir,—With reference to the practice which appears to prevail amongst piece goods merchants here of inserting, in many cases, the time of arrival of the goods in their contracts with Chinese as "Soonest possible" or some similar wording; and the decision of Mr. Justice Wise this morning in the above case that, notwithstanding these words, the Chinese were entitled to cancel the contract if it could be shown that there was such a delay in shipping the goods by the manufacturers at home, as amounted, in the opinion of the Court, to unreasonable delay (in the present instance about 2 months), we would point out that it is advisable that the use of the words quoted above be discontinued; and that the words "As soon as we receive them" be inserted in the contracts instead, or else a stipulation be inserted that the merchant shall not be responsible for delays by the manufacturers at home.—Yours faithfully,

(Sd.) DEACON, LOOKER & DEACON,
A. R. Lowe, Esq.,
Secretary, Chamber of Commerce.

After some discussion it was agreed to publish the letter for the information of merchants, and not to take any further action unless requested by the merchants interested in the piece goods trade.

UNDESIRABLE BILL.
A copy of the petition addressed by the shipping firms and agencies to His Excellency the Officer Administering the Government protesting against the hardship which would be inflicted on shipowners by the proposed "Undesirable Bill" was laid on the table.

CHINESE NEW YEAR HOLIDAYS.
The following correspondence was read:

Colonial Secretary's Office,

Hongkong, 29th January, 1904.
Sir.—I am directed to inform you that His Excellency the Officer Administering the Government intends to declare China New Year's Day, February 16th, a public holiday. I am to request you to be so good as to inform me whether the committee of your Chamber have any objection to Monday, the 16th, also being declared a public holiday.—I have the honour to be, Sir, Your obedient servant,

(Sd.) R. F. JOHNSTON,
per Acting Colonial Secretary,
The Secretary, Chamber of Commerce.

Hongkong General Chamber of Commerce.
3rd February, 1904.

Sir.—I have the honour to acknowledge the receipt of your letter of the 28th ultimo notifying the intention of H.E. the Officer Administering the Government to declare China New Year's Day, Tuesday, the 16th instant, a public holiday, and requesting the committee's opinion as to the advisability of the preceding day, Monday, the 15th, also being declared a public holiday.

In reply, I am instructed to state that the committee of this Chamber are strongly against the proclamation of a public holiday on the day preceding China New Year's Day, and the majority of the Committee are of opinion that the declaration of Tuesday, the 16th instant, as a public holiday is sufficient for the needs of the Colony. I have the honour to be, Sir, Your obedient servant,

(Sd.) A. LOWE,
Secretary.

Hon. A. M. Thomson,
Acting Colonial Secretary.

The Secretary reported that the *Government Gazette* of the 6th instant contained a notification that Tuesdays and Wednesdays, February 16th and 17th, instant, were to be observed as public holidays.

Hongkong General Chamber of Commerce.

Hongkong, 28th August, 1903.
Dear Sirs.—The attention of the committee of this Chamber has been recently drawn by several of the leading firms in this Colony to the terms of your circular dated 23rd ultimo, in which you intimated that the telegraph service hitherto run jointly by your respective companies will be discontinued as from the 1st August and, in future, each company will transact its business separately.

It is scarcely necessary to point out that this step on your part is not one which senders of telegrams, and much less this Chamber, have any right, or wish, to criticise.

The circular, however, goes on to inform senders of telegrams that the future present deposit system is to be terminated, and in its place conditions are substituted which may be summarised as follows:

(1) A deposit is to be made with the Chartered Bank of India, Australia, and China for the joint account of both companies.

(2) The amount of the deposit is to be fixed by the companies and to represent the average cost of one month's telegrams forwarded by both companies' lines.

(3) The interest on the deposit is to be retained by the companies.

(4) Monthly accounts payable on demand and independently of the fixed deposits will be rendered by each company.

(5) If the above option is not complied with, telegrams must be paid for in cash before transmission.

It is with regard to these latter conditions that I am to express the views of my committee. In the first place, barely two days' notice is given of the change of system and of a demand for a large fixed deposit. My committee are of

opinion that, in view of the radical change which you have effected in the conduct of your business, longer notice should have been given of the proposed change.

In order to facilitate the discussion of the new conditions, I will refer to them in the order above mentioned:

It seems strange to my committee that while you find yourselves unable to receive deposits sufficient to cover current business with both companies as formerly, you are now able to receive a deposit in the joint names of two companies. The simplification of your accounts in these matters may be very desirable to yourselves, but from a business point of view this is universally considered subsidiary to the convenience of customers. Further it does not seem right that any person wishing to do business with one company should be obliged to deposit his funds with both companies joint.

3. In fixing the deposit at the average cost of one month's telegrams it must be apparent to you that the advantage is all on your side. The utmost surely your companies can demand is cash on deposit of the telegram immediately before its transmission. The month's deposit you require means that for the best part of the month the sender of telegrams will have a balance to his credit in your books. From the nature of your business it is unreasonable to ask him to give your companies this credit, nor does it appear necessary in such cases where there is no question as to the financial standing of the firm, or individual, with whom you are in business relations. It would certainly make the transaction a more equitable one if the deposit now required was reduced to one half.

3. That the whole of the interest, allowed by the bank on the deposits, should be claimed by the companies in unjust to the depositor and contrary to custom. It has been stated by you in reply to a member of this Chamber that the intention of this interest is a fair compensation for the credit you give and the trouble of book-keeping. In paragraph No. 2 it is shown that under this new system the credit is given by the depositor and not by you, unless indeed you delay sending out the previous month's accounts. It does not, therefore, appear reasonable to my committee that you should demand extra payment for the trouble of entering in your own books transactions with your creditors. They are not aware that other similar concerns demand this, or that this allowance has ever previously been claimed by your companies. It has always been understood that the authorised tariff rates covered all expenses of the administration and left presumably a substantial amount of profit.

4. The rendering of monthly accounts calls for no special remark, as at this occasions no more work on your part than formerly, if anything, trouble is saved to you, as neither will you have occasion to receive amounts for cover during the month nor will your book-keepers require to keep any watch on overdrawn accounts (if any).

5. It follows that a sender of telegrams not exercising the option given him of depositing his money with your companies without even interest on the same, must pay cash each time he desires to send a telegram through your administration. Several members have already followed this course, and the more it is followed the greater will be the expense, delay, and consequent annoyance to the whole mercantile community as well as to yourselves, as you are well aware that the handling of cash in small amounts is not a quick process, especially in this Colony.

In voicing the views of the mercantile community on this question, my committee are not representing the facts too strongly in stating that the new conditions imposed by your companies are strongly objected to not merely on account of their arbitrary nature, but as another instance of their discrimination between your dealings with customers at home and abroad. Credit is given to the greater, and this proved to be the case. She wrote to thank me for the money I had sent her, and to inform me that her cleavage seemed to have quite settled down. Much to the old lady's delight she seemed to have taken fancy to herself and her daughter and to derive pleasure from their society.

"I am endeavouring to persuade her," she went on, "to employ her time with needlework, hoping that this may distract her thoughts, but I regret to say that so far I have been unsuccessful. It would seem as if she is incapable of any sustained effort, though her bodily strength seems all that could be desired. She has spoken of you on several occasions by name, which induces me to believe that her memory is capable of recording impressions of recent date, but of nothing connected with the tragedy which so nearly cost her her life. Perhaps we should be thankful for this."

The old lady concluded by saying that they trusted soon to see me. All things considered, the report was as satisfactory as could be expected in so short a time. The pleasure I derived from the fact that she had remembered my name and had spoken of me was exquisite. I suppose that men will do such things when they are in love, but I know that I read that portion of the letter over and over again. Before I put it away I made a mental resolution that I would go down and call on the following afternoon.

There was nothing to prevent me, as I pitied myself on the back, and told myself that I deserved a treat, and was entitled to take one. Before I did so, however, I had an important matter to see to, and that was to place the negatives and the balance of the photographs I had taken in a place of safety where they could remain for a long time. It was within the bounds of possibility that the hotel clerk in handing out a package might make a mistake and give mine. I determined to take them to my back and have them placed in security there. The knives I kept with me, as I wished to examine them more closely.

On leaving the bank, which was in Lombard Street, I drove to Armitage's hotel, for I was anxious to show him the pictures, and have a long talk with him prior to going down to Hampton Court. I enquired for him in the hall, and was informed that he was in his sitting-room, for the hall porter had seen him go up the grand staircase half an hour before.

"I'll call a man to show you up, sir," he said. But I told him that he need not worry, as I could find my way to the room by this time. I accordingly got into the lift and was carried up to the third floor, Armitage's.

J. M. Beck, Esq.,
Superintendent, Eastern Extension Aus-

tralia and China Telegraph Company.
Olaf Nielsen, Esq.,
Superintendent, Great Northern Telegraph
Company.

Hongkong Station, 29th August, 1903.
Dear Sir.—We have to acknowledge receipt of your letter of yesterday's date setting forth the views of your committee regarding the new telegram deposit system and we are instructed by the companies' managers at Shanghai to state in reply that your letter will be submitted to their respective boards of directors.—We are, Dear Sir, Yours

A. R. LOWE,
Secretary.

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A. R. LOWE,
Secretary.

[ALL RIGHTS RESERVED.]

THE WOMAN ON THE DERELICT, BEING THE STRANGE LOVE STORY OF JOHN BRAMWELL,

BY GUY BOOTHBY.
(Author of "Dr. Nikolai," "My Indian Queen," &c. &c.)

CHAPTER IX.

On bidding Armitage "good-bye" at the entrance to his hotel, and having thanked him again for the generous offer of his help, I returned to my own caravanserai. When I arrived there, I went straight to my room and locked myself in. I placed a packet on the table, the packet I had brought with me from the ship, I cut the strings and opened it. The knife I wrapped in several pieces of brown paper, which I sealed and wrote my name upon. After which I wrapped up the camera, and took both downstairs with me. The packet containing the knives I took to the manager's office with the request that he would place it in the safe. Then taking up the other, I proceeded into the Strand, hauled a cab, and drove to a shop I had seen that morning, on the windows of which it was stated that a dark room was provided for amateurs on payment of moderate fees. I paid the amount in question and was conducted to the room. There, with what feelings you may imagine, I broke the seals, turned the key, which had been fastened to the handle, and opened the case. With the utmost care I commenced my grizzly task, doing one plate at a time, and watching the gradual development with anxiety.

"Well," he said at last, "I can only say that it is about the nastiest picture I ever saw in my life. But I am afraid it is not going to afford any sort of clue. With such an expression of agony upon the face the likeness will most certainly be unrecognisable. What do you think yourself?"

"I am not quite so sure of it myself," I answered. "I think I can form, having seen the man, and having his portrait to refresh my memory, a very good idea of what the fellow was like."

"That's fortunate," Armitage continued. "If only we could get hold of some clue as to the identity of the vessel, but you say that every trace had been removed?"

"Every one," I replied. "Jackson, the chief mate, and I spent a large part of our time searching her, but could find nothing."

"Which only confirms my theory that it was not a case of mutiny. If ever you do find him, you will discover that I am right."

"I have told you repeatedly," I said, almost angrily, "that I have made up my mind to bring the villain to justice, if it is possible for a human being to do it."

"I admire your determination," he answered, "and, as I have already said, on my side, I will render you any assistance in my power. It will be hard if between us we cannot hit upon some plan of running the dogs to earth. Where is the vessel now?"

"At Plymouth, I suppose," was my reply.

"But I will find out this afternoon."

He lit a cigarette, and then asked me how I proposed to find out, seeing that I did not know his name, and I had quarrelled with the Hull-kid.

I then told him of my intended visit to Hampden Court that afternoon. It was almost certain that Mrs. Jackson would have heard from her son, who would tell her of his movements.

"And you will see the charming young lady, whose rescuer you were?" he said, looking at me out of half-closed eyes, and blowing a cloud of smoke through his nose.

"That is one of my reasons for going," I remarked. "I am anxious to see what this little rot has done for her."

"I hope at some future time you will permit me the honour of making her acquaintance."

"Doubtless you will see her before very long. I have several things to do, and I want to catch the half-past two train down."

(To be continued.)

ROBINSON PIANO CO. LTD.

FOUR REMARKABLE PIANO PLAYERS.

APOLLOETTE - - - - £450

APOLLO - - - - \$550

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"ELIPEUS"	On 2nd March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th March.
GLASGOW and LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"AJAX"	On 15th March.
* GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.
LONDON and ANTWERP	"MACHAON"	On 12th April.
* GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 20th April.
LONDON and ANTWERP	"TELEMACHUS"	On 26th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 24th March.
The ss. "RHEBUS" left Singapore on the 25th inst., p.m., for this port.		
The ss. "TYDEUS" left Victoria B.C., on the 21st inst., for Japan and Hongkong.		
The ss. "PELEUS" left Moji on the 23rd inst., at daylight, for Hongkong.		
For Freight, apply to—		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th February, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO SAIL
* "CHENAN"	On 2nd March, 4 P.M.
* "TAMSUI"	On 3rd March, 4 P.M.
ISLAND, COQUITLAM, CATHERINE, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* "CHANGSHA" ... On 3rd March.
SWATOW and TIENSIN	"WUCHANG" ... On 4th March,
SWATOW and TIENSIN	"KANSU" ... On 10th March.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified Surgeon is carried.

+ Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd March, 1904.

[12]

INSURANCES

NORTHERN ASSURANCE CO FIRE and LIFE.	NOTICES TO CONSIGNEES
ESTABLISHED 1836.	

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates. Also to accept proposals for LIFE ASSURANCE. Prospects on application.

TURNER & CO. Agents.

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902, £16,372,771.

I. AUTHORIZED CAPITAL £28,000,000 0 0 SUBSCRIBED CAPITAL 2,750,000 0 0 PAID-UP CAPITAL 687,500 0 0 II. FIRE FUNDS 2,867,215 14 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents.

Hongkong, 22nd February, 1904.

[613]

JAVA-CHINA-JAPAN LIJN.
FROM BATAVIA, CHERIBON, SAMARANG, SOUBABAYA, AND MACASSAR.
THE J.C.J.L. Steamship

"TJIMAIH," Captain Jansen having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storing Company at Wanchai and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at the 7th March, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO. General Agents, Hongkong, 22nd February, 1904.

Hongkong, 22nd February, 1904.

[613]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at Current rates.

SIEMSEN & CO. Agents.

Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.

Hongkong, 21st April, 1904.

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PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO. Agents for the Phenix Fire Office.

Hongkong, 17th August, 1903.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

Cash-Security 2625,712.

Total Losses Paid 26,764,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO. Agents.

Hongkong, 18th May, 1903.

[194]

NOTICES TO CONSIGNEES

STEAMSHIP "SYDNEY." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Danube" and "Matapan," from Havre ex s.s. "Matapan," from Bordeaux ex s.s. "Ville de Rochefort," in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignee before 8 P.M., To-day, the 24th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 2nd March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd March, or they will not be recognised.

All damaged packages will be examined on Wednesday, the 2nd March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th February, 1904.

[12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings Cargo —

From London, &c., ex s.s. "Oceania" and "Sardinia."

From Australia, ex s.s. "India."

From Calcutta, ex s.s. "Sunda."

From Persian Gulf, ex s.s. "B. I. and B. & F. S. N. Co.'s Steamers."

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., To-DAY.

Goods not cleared by the 4th prox., at 4 P.M. will be subject to rot.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th February, 1904.

[11]

OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MENELAUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd prox.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 7th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 7th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th February, 1904.

[10-12]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, B. R., Care of Office of this Paper, Hongkong, 16th May, 1903.

[1384]

GRACA & CO. FOREIGN AND COLONIAL STAMP DEALERS.

No. 55, PEEL STREET, HONGKONG, Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small

POST OFFICE NOTICES.

Pieces are now accepted for transmission to Batavia and the Dutch East Indies "direct." Scale of charges as follows:

1lb. to 3lbs.	\$1.15
4lbs. to 7lbs.	\$1.50
6lbs. to 11lbs.	\$2.00

Greatest length 2 ft. Greatest length and girth 4 feet.

No Insurance.
The Presses with the German Mail left Singapore on Saturday, the 27th ult., at 1 p.m., and may be expected here on or about Thursday, the 3rd inst.
The Armand Zébiek with the French Mail, of 6th ult., left Singapore on Monday, the 29th ult., at 6 p.m., and may be expected here on or about Monday, the 7th inst. This Packet brings replies to letters despatched from Hongkong on 5th January.
Until further notice, the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

MAILS WILL CLOSE

FOR

PER

DATE

Canton	Hankow	Wednesday, 2nd, 7:30 A.M.
Pekhoi	Hainan	Wednesday, 2nd, 8:00 A.M.
Huiping	Hainan	Wednesday, 2nd, 9:00 A.M.
Quinhong	Ama	Wednesday, 2nd, 10:00 A.M.
Bangkok	Burawongsee	Wednesday, 2nd, 10:00 A.M.
Europe, &c., India via Tunicorin	Printed Matter and Samples	Wednesday, 2nd, 10:10 A.M.
(Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents)	Registration, 10:00 A.M.	Wednesday, 2nd, 10:10 A.M.
Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)	(Registration, with lat- tice of 10 cents, up to 10:45 A.M.)	Letters, 11:00 A.M.
Shanghai	Touwan	Wednesday, 2nd, NOON
Macao	Hengshun	Wednesday, 2nd, 1:15 P.M.
Singapore	Moyane	Wednesday, 2nd, 2:00 P.M.
Anoy	Ginsfalloch	Wednesday, 2nd, 3:00 P.M.
Kongmien, Kunchuk and Samshui	Tungkong	Wednesday, 2nd, 3:00 P.M.
Manila	Ghezan	Wednesday, 2nd, 3:00 P.M.
Manila	Yuenwang	Wednesday, 2nd, 3:00 P.M.
Quang Chow Wan	Ping On	Wednesday, 2nd, 5:00 P.M.
Nantao	Taihuan	Wednesday, 2nd, 5:00 P.M.
Sabuc	Hoi Fu	Wednesday, 2nd, 5:00 P.M.
Macao	Wingchau	Wednesday, 2nd, 5:00 P.M.
Canton	Ponan	Thursday, 3rd, 7:30 A.M.
Quang Chow, Hoihow, Pakhoi and Haiphong, Shanghai, and Yokohama	Houan	Thursday, 3rd, 9:00 A.M.
Macao	Hue	Thursday, 3rd, 11:00 A.M.
Kobe	Tsimahi	Thursday, 3rd, 1:15 P.M.
Kongmien, Kunchuk and Samshui	Hengshan	Thursday, 3rd, 3:00 P.M.
Hilo	Hingsan	Thursday, 3rd, 3:00 P.M.
Shanghai	Tungkong	Thursday, 3rd, 3:00 P.M.
Nantao	Wuchung	Thursday, 3rd, 3:00 P.M.
Sabuc	Tamsui	Thursday, 3rd, 3:00 P.M.
Macao	Tai Chan	Thursday, 3rd, 5:00 P.M.
Canton	Hoi Fu	Thursday, 3rd, 5:00 P.M.
Quang Chow, Hoihow, Pakhoi and Haiphong, Shanghai, and Yokohama	Wingchau	Thursday, 3rd, 5:00 P.M.
Macao	Kinsan	Thursday, 3rd, 5:00 P.M.

TO-DAY.

Sale, Tonics, opposite the City Hall, Messrs. Hughes & Hough, 4 p.m.

Performance, Theatre Royal, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

1st March

ON LONDON—	Telegraphic Transfer	1/10
	Bank Bills, on demand	1/10
	Bank Bills, at 30 days' sight	1/10
	Bank Bills, at 4 months' sight	1/10
	Credits at 4 months' sight	1/11
	Documentary Bills, 4 months' sight/1/11	
ON PARIS—	Bank Bills, on demand	236
	Credits at 4 months' sight	240
ON GERMANY—	Bank Bills, on demand	182
	Credits at 4 months' sight	182
ON NEW YORK—	Bank Bills, on demand	451
	Credits at 60 days' sight	463
ON HAMBURG—	Telegraphic Transfer	1391
	Bank, on demand	1394
ON CALCUTTA—	Telegraphic Transfer	1392
	Bank, on demand	1394
ON SHANGHAI—	Bank, at sight	71
	Bank, 30 days' sight	71
ON YOKOHAMA—	On demand	924
	Nominal	
ON SINGAPORE—	On demand	Nominal
	Credits at 60 days' sight	1131
ON BATAVIA—	On demand	14 p.c. pm.
	Credits at 60 days' sight	14 p.c. pm.
ON HAIKHONG—	On demand	1. p.c. pm.
	Credits at 60 days' sight	1. p.c. pm.
ON BANGKOK—	On demand	63
	Credits at 60 days' sight	60
GOVERNMENT, Bank's Buying Rate	\$10.60	
GOLD LIAR, 100 fine, per tael	\$56.30	
BAKERS, 1 lb. per oz.	204	

OPIUM.

1st March.

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Hongkong, 2nd December, 1903. [338]

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